

## **MAYFIELD COMMUNITY MEETING – JULY 14, 2004**

### **INDIVIDUAL COMMENTS FROM GROUPS**

#### **GROUP 1**

##### **CIRCULATION**

- Walking path
- Block access to adjacent neighborhood
- Curves not linear roads
- Raised crosswalks (speed humps)
- Roundabouts – Whitney and Nita
- Relocation problem – traffic congestion
- Access across Central ped/bike
- Ped crossing over tracks at San Antonio
- Parking – occupant and visitor
- Sidewalks

##### **HOUSING TYPES**

- Match housing adjacent to Diablo to same density
- Less high density
- More affordable housing
- Low site line adjacent to Diablo – privacy, single story
- Low site line adjacent to all neighborhood housing
- Max of three to four stories

- Variety of demographic needs – housing for seniors, low income family
- No more than two stories
- Graduated site lines – high at San Antonio
- Only single-family
- Green building designs (solar, etc.)

#### PARKS AND OPEN SPACE

- Buffer park and perimeter
- Landscaped walking paths
- Fewer but large parks
- Greater than three acres of park
- More permeable space
- Pool and community center accessible to Monta Loma residents
- Save all mature trees
- Community garden
- Keep autos out of core area (pedestrian only); parking at edges
- Keep park small (neighborhood)
- If no pool, convert to park

#### OTHER LAND USE

- Caltrain parking along Central
- Keep as zoned – leave building as is
- No grocery store

- No day-care center
- Specialty retail, not chain
- 27-acre park with rec center

## **GROUP 2**

- 600 dwellings is abominable
- We need the housing
- Safe access from site and neighborhood across San Antonio and Central for peds/bikes and to San Antonio Station
- No retail with housing (14 out of 22)
- Relationship between number of units and what school can handle
- No need for day care, enough at Cubberly
- Like "Central Park"
- Cut off Whitney to reduce through autos, not bikes
- Need access through Whitney
- Need high fence around swimming pool
- Like linear park
- Large parks will be more people and noise; smaller parks better
- Do an analysis of school impacts based on density
- Important to preserve through access on Thompson
- Dimensions of linear park question
- Wants design review to complement existing homes
- No locked communities

- How will low-income housing affect property value? BMRs?
- Will there be units available for seniors/disabled
- One large public park better; more flexible
- Is it possible to use existing buildings for any use, including apartments?
- Is there a height limit?
- Where are people going to park?
- Are there examples of similar densities?
- What is the density of The Crossings?
- Ped/bike overpass to San Antonio Station and over San Antonio Road?
- What constitutes a park?
- What are open space/park for Mountain View and Palo Alto?
- How many proposals to the EIR?
- Don't want high-density of 4/5 stories; want lower density
- Lower density than The Crossings
- Would like to see what high density looks like; what does 600 units look like?
- Pleased to see that parks are included
- How will project be coordinated between Mountain View and Palo Alto?
- What is the timeframe for the EIR?
- Worried about traffic and noise
- Can we keep development down to two stories?
- Put schedule on web site

- Wouldn't mind taller buildings toward San Antonio and Central
- Consider below-ground parking; put high on the list
- Reduce traffic through neighborhood as a whole

### GROUP 3

- Site lines used by developer are not accurate; further setback from Diablo to meet site line

### CIRCULATION

- No straight roads, especially next to San Antonio
- Do not take away San Antonio underpass (bicycle safety)
- No overpasses as solution; no pedestrian overpasses
- Consider pedestrian underpass for Central
- Traffic calming good but not speed bumps; roundabouts, islands on Whitney

### HOUSING TYPES

- Single-family; less high density

No duets

Parts of the site next to neighborhoods should be single-family

Nothing over two stories

- Three-story buildings reasonable on interior of site
- Not like The Crossings; no monolithic structures; boring architecture
- The Crossings does not have enough open space
- Low-density with yards
- Lots too narrow

- Keep trees
- Lower housing on entire periphery

### PARKS

- Like checkerboard park, small parks
- Like linear park (more of them) as buffer
- Preserve trees even if they are not in park
- Parks should be big enough to be usable (not like The Crossings)
- Parks all around the site to screen housing
- Not enough setback on Mayfield

### LAND USES

- Keep existing buildings (renovate)
- Professional office space (lawyers, doctors)
- No grocery store
- Personal service (beauty shop)
- Venture nurturing facility – need Federal money/venture capital
- Include senior housing for retired residents (Klein Park model)
- Make the whole site a park
- Have sports fields/facilities
- Wildlife rescue
- Post office
- Small retail; different from existing retail

- Not everyone wants retail
- Caltrain parking
- Adequate parking for housing; how are you going fit parking for 600 to 800 houses?

#### OTHER

- Put info on-line
- How do I get additional feedback, ask questions
- Media files for four proposed plans
- Would like to have info on impact on property values
- Housing in the center
- Need to take into consideration this is the first project to be built in single-family neighborhood (The Crossings, Whisman not like this)
- Park needs to be large enough for use and program to administer
- What is Palo Alto's influence?
- Need to be more meetings
- What is the credibility and relevance of the input at this meeting?
- More information access and more ways to provide feedback over time

#### **GROUP 4**

##### TRAFFIC

- Traffic patterns and circulation as it relates to area and impact of other project (housing)
- Traffic on San Antonio will be parking lot
- Traffic on Whitney needs speed control

- Bike/pedestrian crossing of Central Expressway – how?
- Bike accessibility and friendliness
- Public transportation, will there be any?
- What arrangements for guest parking?

#### OPEN SPACE

- Will it be available for public?
- Is pool available to Monta Loma neighborhood (at a fee)?
- Any sports fields?
- Less chopped up open space.
- Options 1 and 3 good
- Larger open space better

#### HOUSING TYPES

- Prefer lower densities, single-family residential
- Built-in parking better
- Prefer higher-priced housing

#### OTHER LAND USE

- 50 percent want commercial or no rezoning
- No retail, liquor stores, etc.
- Concern about mixing residential with commercial/retail not good



## OTHER ISSUES

- Concern about communication with Palo Alto
- Concern Mountain View ideas won't be listened to
- About five-acre Palo Alto parcel – concern about how it will impact Mountain View if developed
- Architecture, how will it look?
- Consideration to making it relevant to surrounding neighborhood
- High density may increase crime and drug use in area
- What will be provided for security?

## GROUP 5

- Needs legend on maps
- Elevation view
- Sensitivity to heights near existing homes
- Single floor preferred near existing homes
- 600 to 800 units too many; traffic congestion; 70 units at Alvin/Middlefield
- Question density and heights

## TRAFFIC

- Cut through problem
- Bottleneck at San Antonio already
- Children crossing streets
- Middlefield/Rengstorff
- Caltrain parking/traffic

- Already a traffic problem
- No straight through traffic
- No gratuitous red zones
- Need more parking schools/parks
- Alma/Central/Rengstorff bottleneck
- Schools; potential need for an additional school

#### VARIETY OF HOUSING

- Single-family/story preferred
- Need housing study
- Plans changed character o neighborhood – no good
- Prefer keeping existing character of neighborhood

#### PARKS

- More parks
- Save trees
- Big ones as opposed to more smaller ones
- Use park as transition; design issues
- Community garden

#### LAND USES

- No grocery store
- Professional – doctors, etc.
- Day care

- Services
- Caltrain parking
- Retail already within walking distance
- Parking for parks

#### OTHER

- City better listen to neighborhood rather than developers
- Don't want any of developer options presented
- Larger venue needed
- Quality of air
- Too noisy, use individual classrooms
- Housing OK
- Single-family, one-story preferred

#### GROUP 6

- Other land uses; girls middle school
- Decision made on H-P selection of Toll
- Underpass underutilized – develop more traffic relief in neighborhood
- 1,600 cars addressed in plan
- Pedestrian access to train station
- Pedestrian access to Palo Alto
- Heights of houses bordering Diablo and Aldean
- Traffic study on San Antonio and Thompson

- Pedestrian overpass across Central?
- Extend train station underpass under Central
- Caltrain parking on Mayfield side
- Open space/retail parking
- Maintaining safe bike access to Palo Alto
- No straightening Whitney
- Visitor parking

#### HOUSING TYPES

- Monta Loma 6 units per acre
- More units equals more cars
- School impacts
- Willing to forego park for lower density
- Preference for Mountain View residents/public safety workers in Mountain View
- Try free transit passes
- Prefer low density
- What types of workers, students does Mountain View want?

#### LAND USE

- Small retail grocery store
- Retail won't work
- Left turn onto San Antonio from Nita
- Day care/preschool

- Community center
- Leave as offices
- High end retirement community
- Think long term (50 years)
- Keep trees
- Schools/medical offices
- College (ala Cubberly)
- Preserve integrity of H-P structure, gym, TV studio
- Create a destination for mass transit
- Museum
- Impact on schools
- If housing, preference to Monta Loma residents
- Subsidized
- All ownership BMR housing
- No more than two stories along Diablo, Betlo, Aldean

#### OPEN SPACE

- Needs to be divisible by soccer fields
- Mark "really good trees" on aerial views
- Big ones Nos. 1 and 2
- Big parks bring traffic
- If sports fields, but be adequate parking

- Like "buffer park"
- Two neighborhoods can come together
- Parking major issue

## GROUP 7

### BIG PICTURE

- Waste, energy, water, population
- Bay Area, State-wide
- Keep as business/commercial

Pro versus con

Housing, retail, office

- Economics – \$ to City of Mountain View
- Neighborhood survey and preference

The Crossings equals 20 units per acre

- Big parks better for Monta Loma – more accessible
- Single-family versus multi-family pro and con
- Height of buildings, stories

How high?

- Compare to existing H-P building
- Traffic, roads – straight road equals cut-through; curves equals slower

Keep current Nita alignment; slower gracious

- Park "view" from Nita is good

- "Central Park" is good/best
- Improve pedestrian access to Caltrain over Central Expressway, pedestrian bridge
- Block auto access at Mayfield/Whitney, at Nita/Whitney
- Include bike lanes (pedestrian bridge access)
- Caltrain station too far to walk
- Fewer interior roads
- No flats; single-family everywhere; townhouses may be OK; maybe half and half (about 400 homes)
- How much money would they cost?
- Medical foundation/educational facility
- Match architectural style with Monta Loma (Eichler, Mardell, Mackey)
- Single-family is charming jewel of Mountain View
- Natural edges, boundaries, fence, tree
- Parks

Tot lot and playground equipment

Open green space

Two or more parks more spaced out

Community pool for Monta Loma

Soccer fields/ball fields (parking?)

Shady sections

Trees and barbecue

More park, greater than 3.5 acres

- Nice landscaping at Central and San Antonio
- Large sports park – no lights and no noise
- No stores, no big box

- Day care restricted to neighborhood
- Retail on "Central Park" (no Starbuck's; Peets; mom and pop stores)

#### NOTES WRITTEN ON PLANS

- 10 of 20 people said yes to single-family homes
- Townhouses preferred over more dense housing
- Keep commercial office
- No big retail
- Criteria for park: community pool extending to Monta Loma neighborhood; shady trees; barbecue; at least one soccer/multi-use ball field; six acres of park
- Park Scenarios 1, 2 and 3 are preferable given easier access for existing Monta Loma community.
- Design upgraded ramps (at San Antonio interchange)
- Nita is going into new neighborhood
- People like seeing a park rather than high-density housing
- People like traffic-calming features
- Present direct line of sight
- Pedestrian bridge to cross over Central
- Consideration of bike lanes
- Day care/preschool restricted to new neighborhood in Monta Loma neighborhood.

LM/5/CDD  
859-07-29-04R^